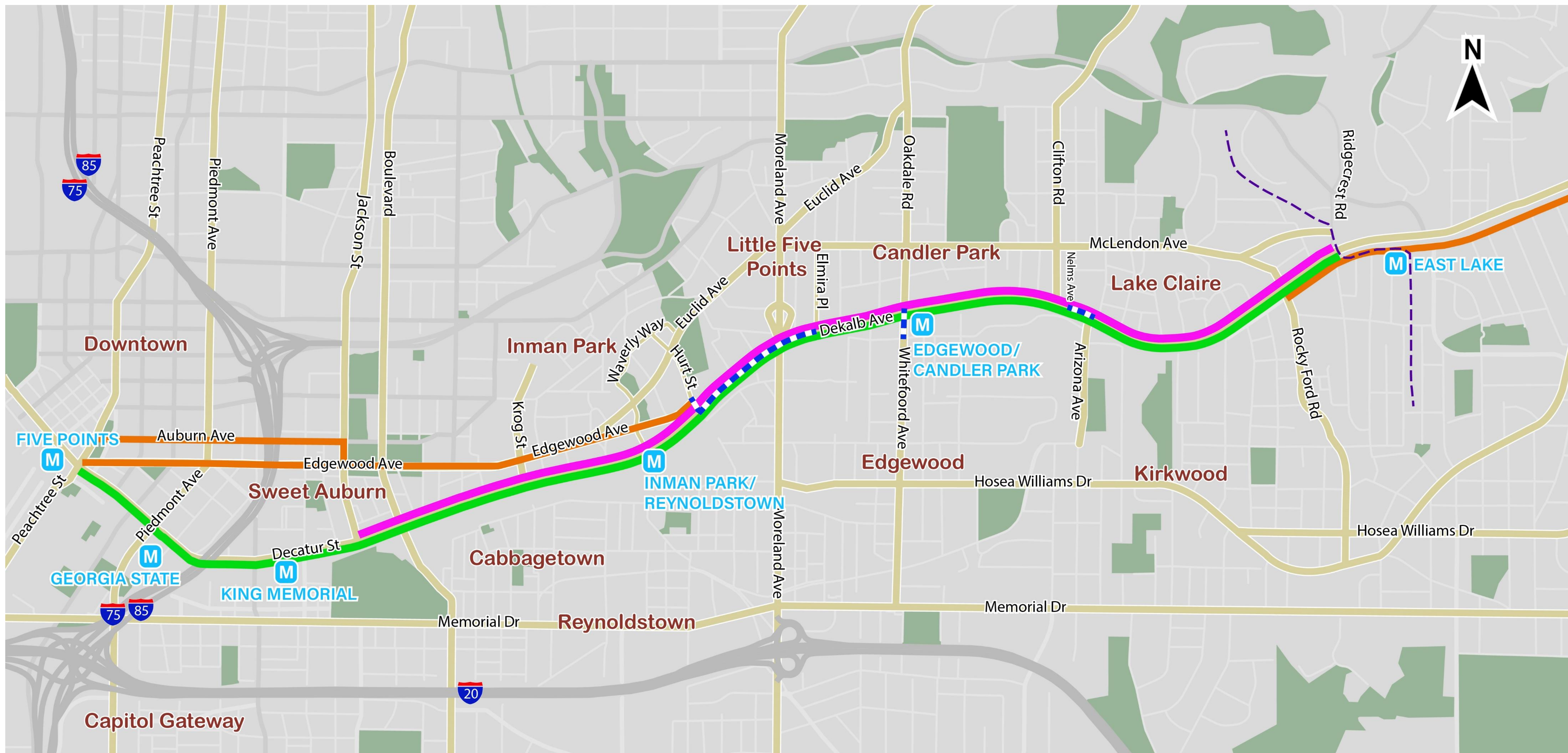


To The Dekalb Avenue Complete Street Public Open House



Project Map



Phase 1

Resurfacing & Safety Improvements Within the Right of Way

 Cycle Track/Bike Lanes

Phase 2

 Bicycle/Pedestrian Enhancements

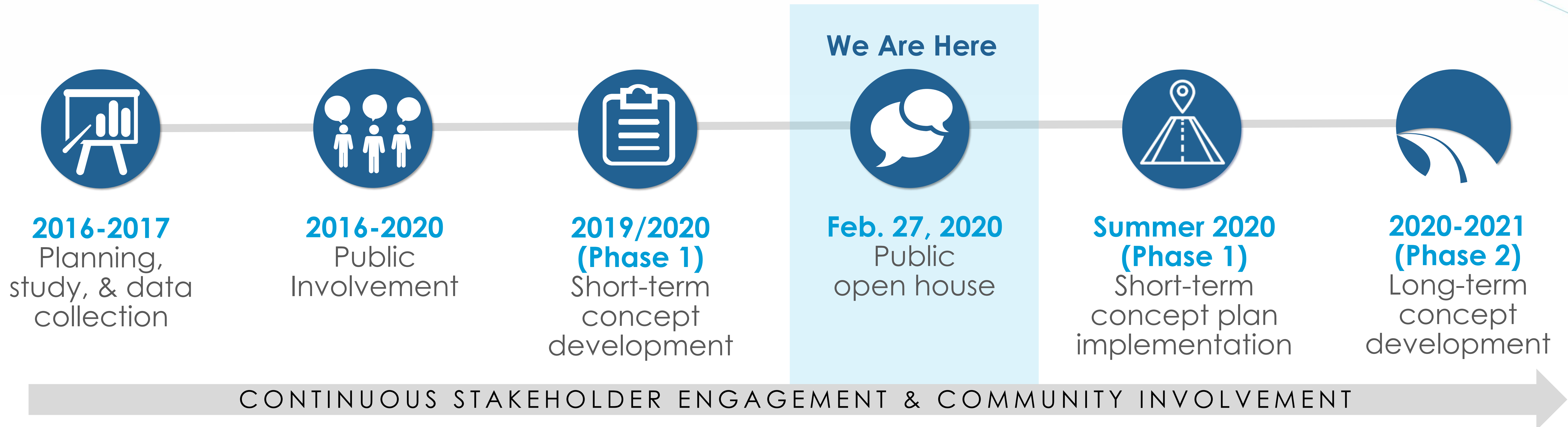
Existing

Trail/Bike Connections

Atlanta City Limits

 MARTA Station

Project Schedule



Stakeholder Coordination: 2019-2020

Group 1* | December 6, 2019

Atlanta City Councilmembers

- Post 1 At Large
- Post 2 At Large
- Post 3 At Large
- District 2
- District 5
- Department of City Planning
 - Office of Mobility Planning

Group 2* | December 20, 2019

Atlanta City Departments and Emergency Services

- Atlanta Fire Department
- Atlanta Police Department
 - Zone 5
 - Zone 6
- Department of City Planning
 - Office of Mobility Planning
 - Office of Zoning & Development
- Department of Parks and Recreation
 - Office of Parks
- Department of Public Works
 - Office of Solid Waste Services
 - Office of Transportation

Group 3* | January 9, 2020

Transportation Organizations, ARC, and Utilities

- Atlanta Department of Watershed Management
- Atlanta Gas & Light
- Atlanta Regional Commission (ARC)
- Atlanta Public Schools
- DeKalb County Watershed Management
- Department of City Planning
 - Office of Mobility Planning
 - Office of Zoning & Development
- Georgia DOT – District 7
- MARTA
- Georgia Power
- Other utilities (major and minor)

Group 4* | February 4, 2020

Advocacy Groups and NPU Presidents

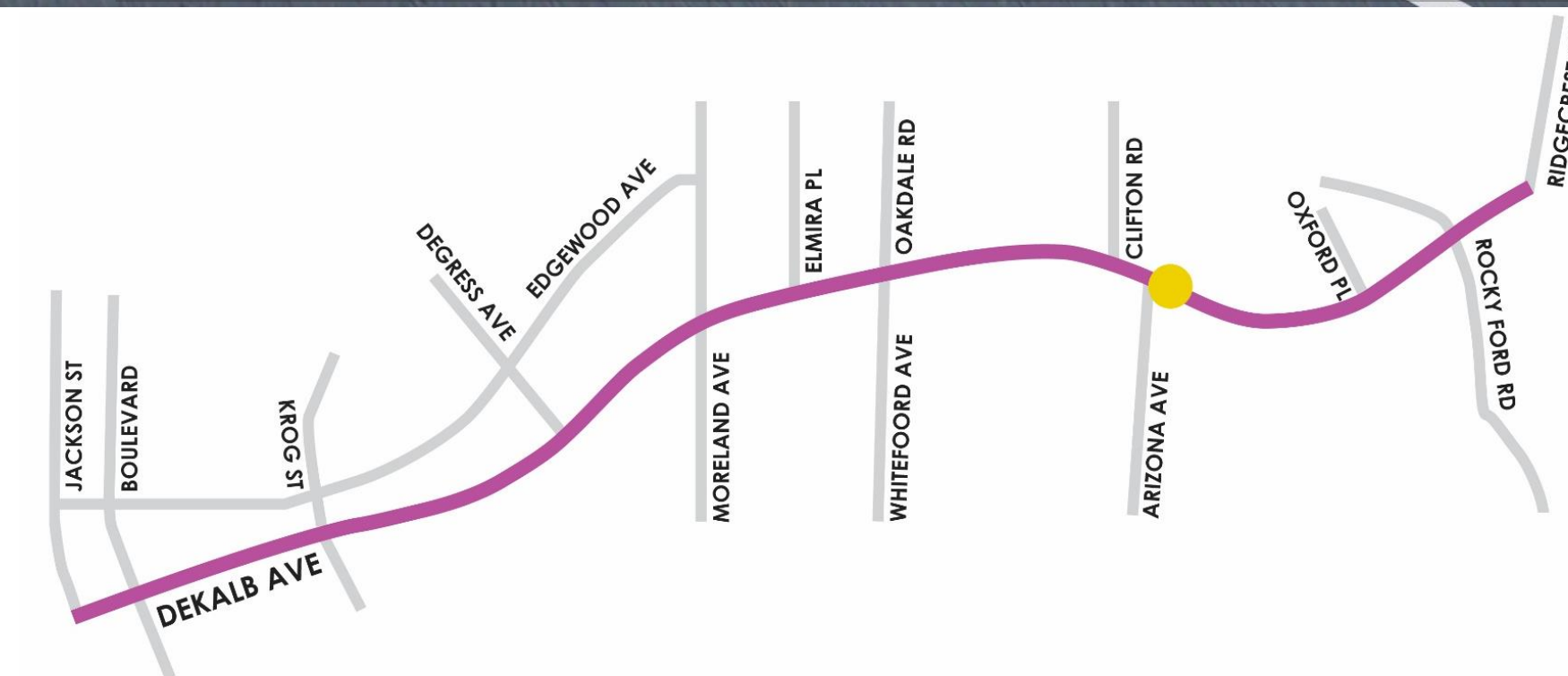
- Atlanta Bicycle Coalition
- Atlanta Downtown Neighborhood Assn.
- Cabbagetown Neighborhood Assn.
- Candler Village Townhomes
- Candler Park Neighborhood Assn.
- Central Atlanta Progress – Atlanta Downtown Improvement District
- Fourth Ward Alliance
- Fourth Ward Neighbors
- Fourth Ward West Neighborhood Assn.
- Fourth & S.A.N.D. Neighborhood Assn.
- Fox Bros. restaurant
- Georgia State University
- Inman Park Neighborhood Assn.
- Kirkwood Neighborhood Assn.
- Lake Claire Neighbors
- Little Five Points CID
- NPU-M
- NPU-N
- Old Fourth Ward Business Assn.
- Organized Neighbors of Edgewood
- PEDS

* Those invited to participate

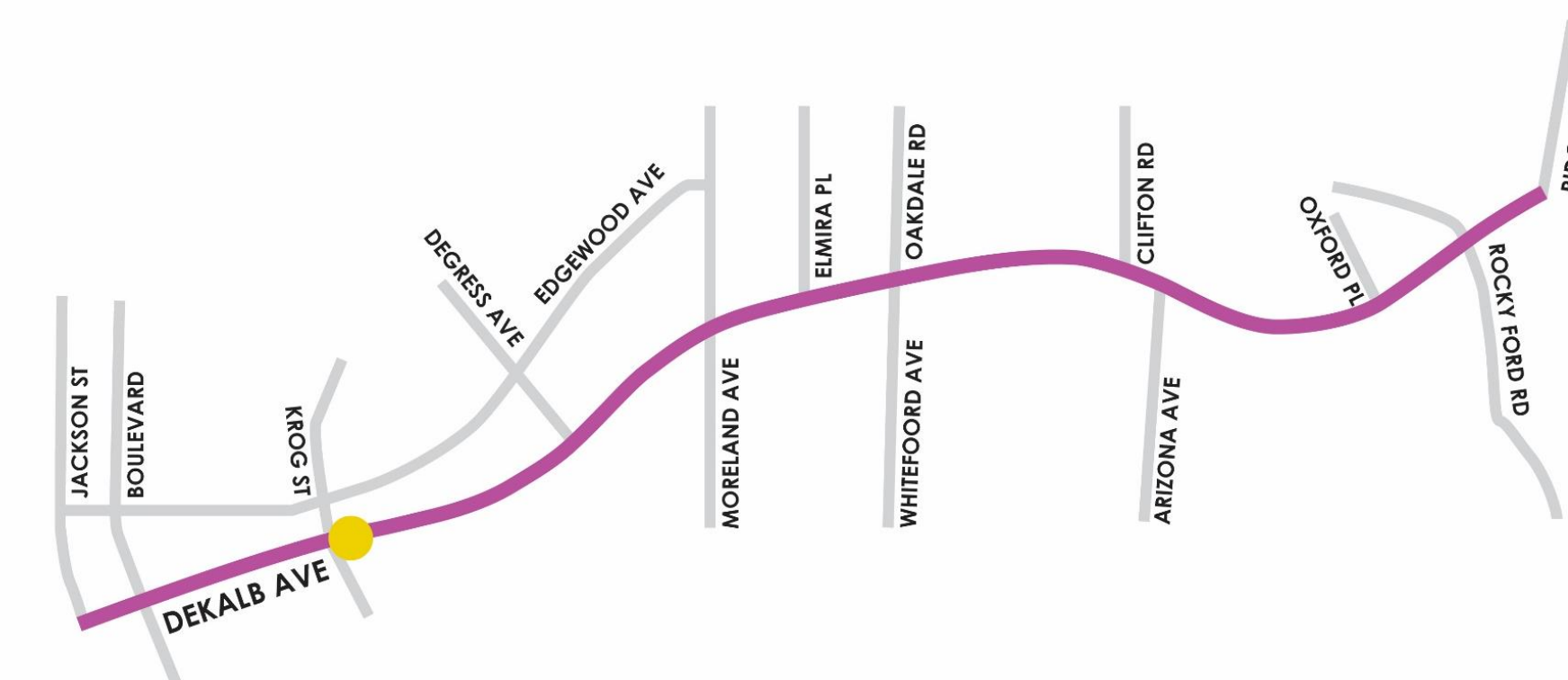
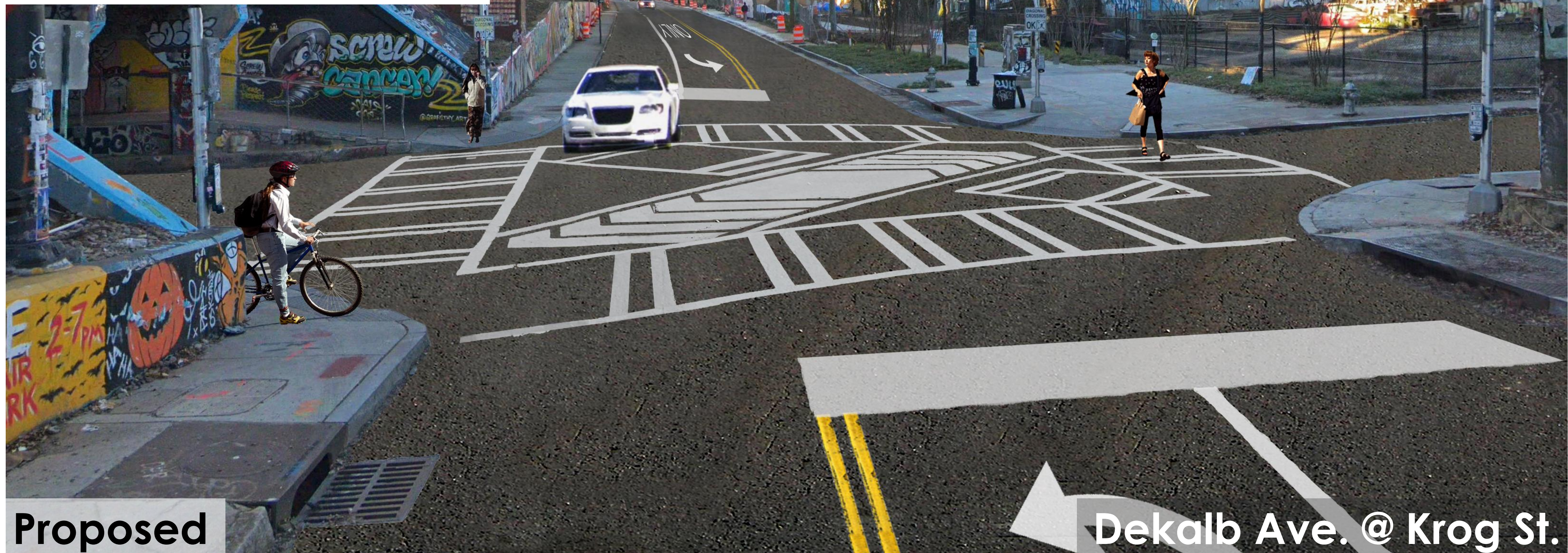
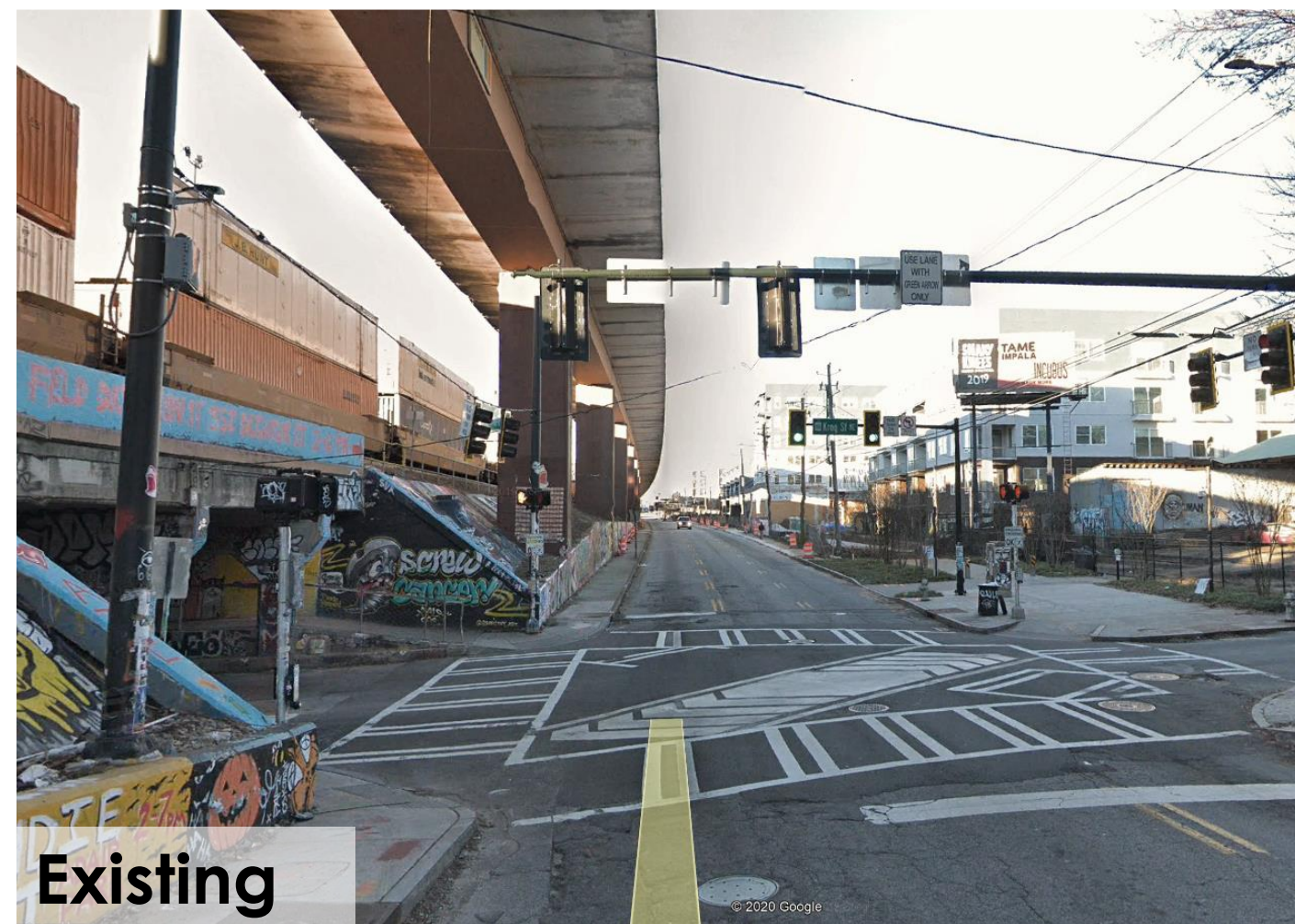
How Public Input Shaped the Project

Top Public Comments	Response
Safety of reversible lane	Reversible lane will be removed
Narrow sidewalks in poor condition	Sidewalks will be repaired/replaced where ADA issues exist
Lack of pedestrian and bicycle facilities	Providing bicycle facilities where possible in existing ROW (Hurt St. to Elmira Pl. and Nelms Ave. to Arizona Ave.)
High speed of vehicular traffic	Removal of reversible lane expected to reduce speeds
Lack of left turn lanes/signal phase	Adding left turn lanes and turning signal phases
Lack of commercial parking	Adding on-street parking between Josephine St. and Elmira Pl.
Poor pavement conditions	Pavement will be resurfaced
Signal timing	Signal timing will be improved and coordinated
Full project implementation	Developing a plan for full project implementation

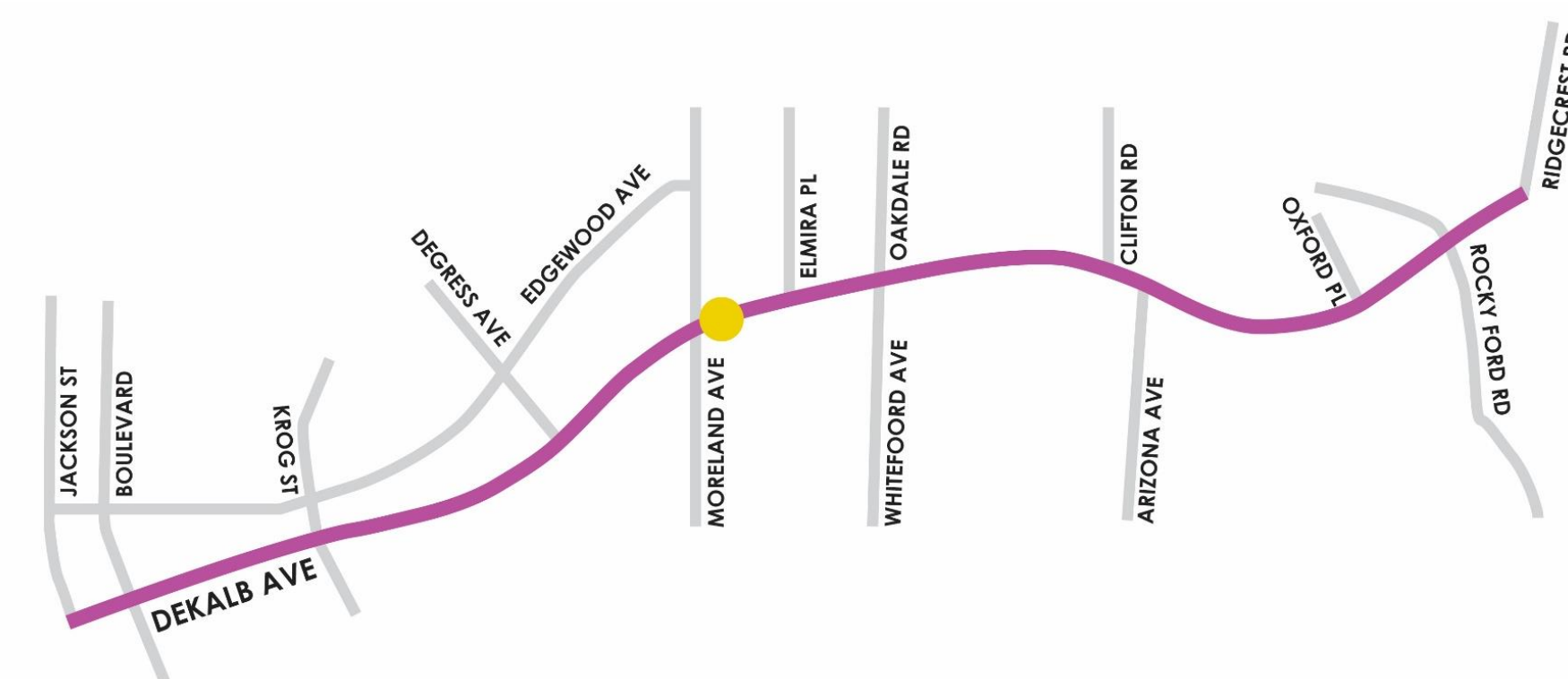
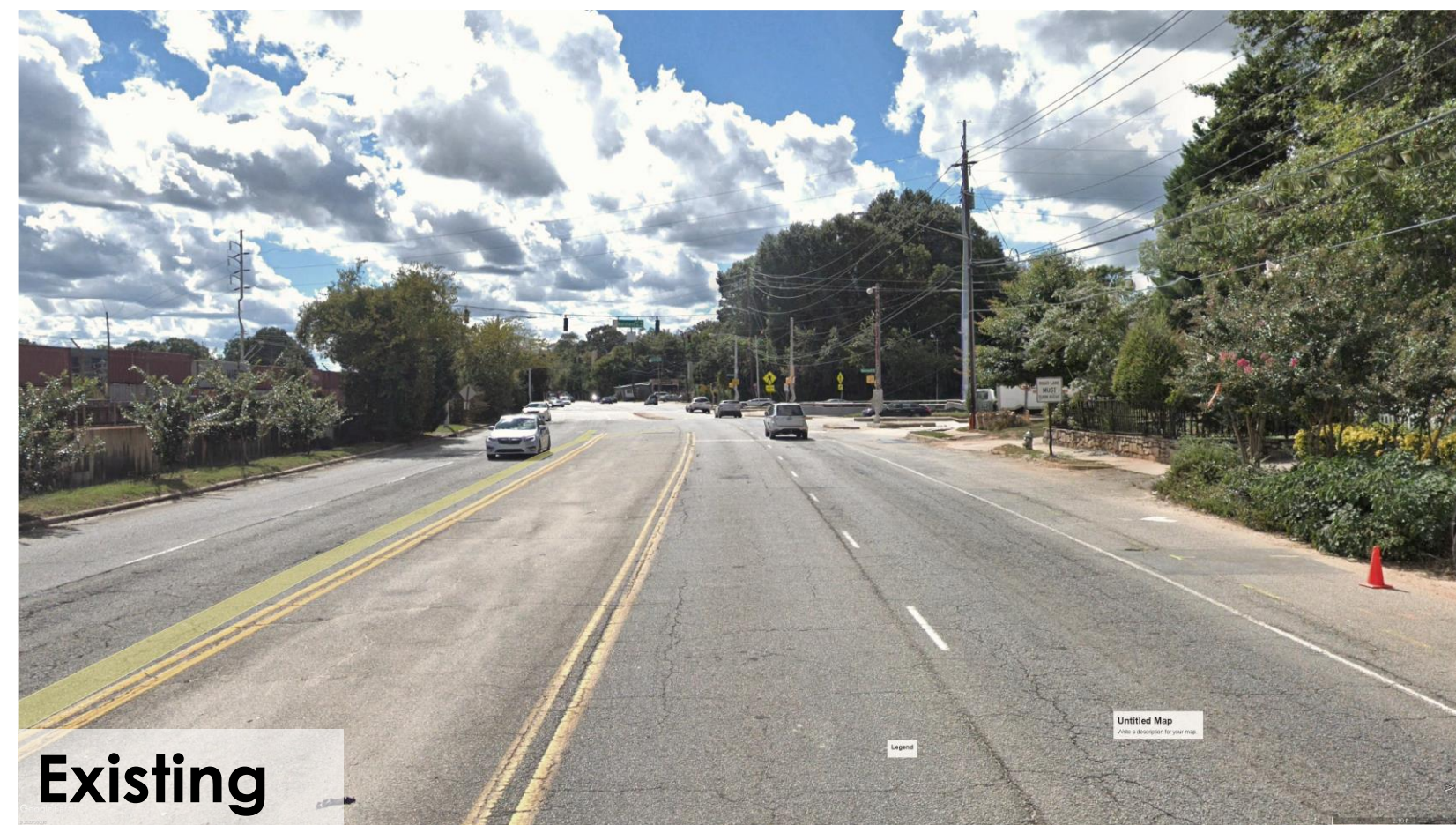
Project Rendering



Project Rendering



Project Rendering



Traffic – 2019 Conditions

10,600-20,000

Number of vehicles
that travel along
Dekalb Avenue per day

~2,000

Number of vehicles
going west (toward
Downtown Atlanta)
during the peak AM hour

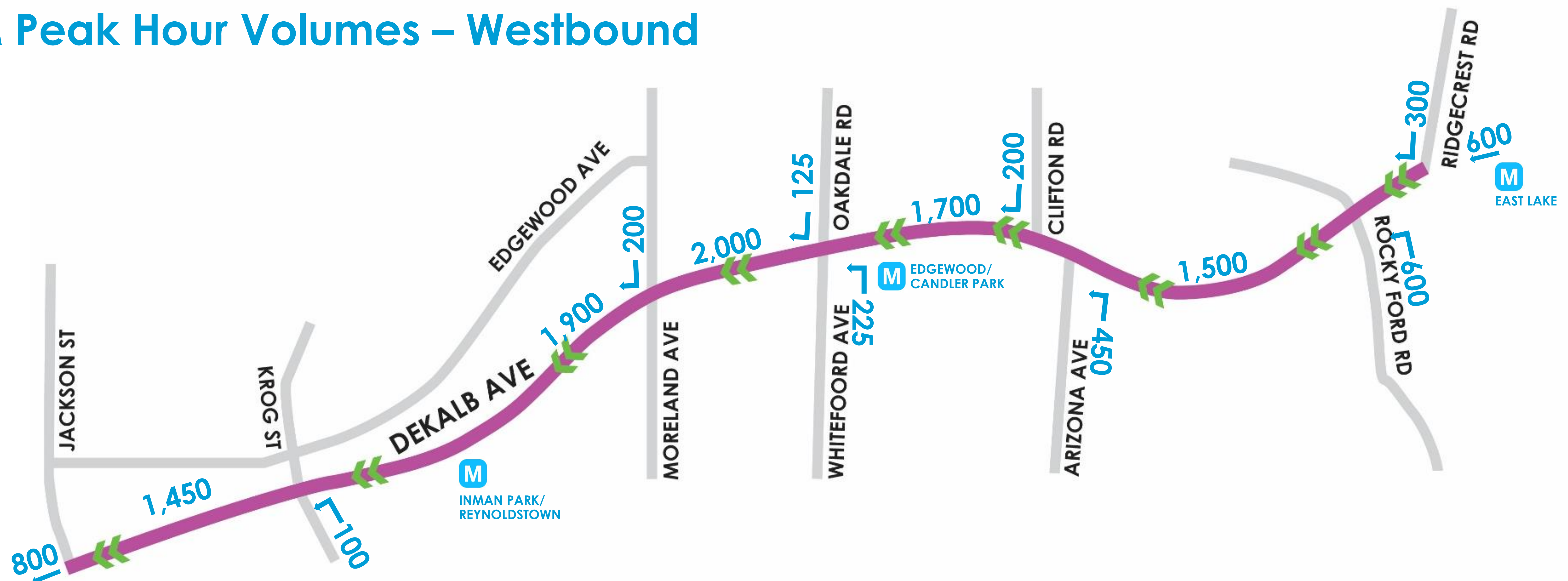
~50%

Amount of traffic along
Dekalb Avenue toward
Downtown Atlanta in the AM
(5 MARTA stops along corridor)

Traffic Origin

1/3 Neighborhoods along Dekalb Ave
1/3 East of Ridgecrest (Decatur)
1/3 Areas farther out with no
direct connection to Dekalb Ave

AM Peak Hour Volumes – Westbound



Safety/Operational Improvements & Travel Times

Existing	Improvements/Benefits	
969 vehicle crashes registered in past five years	Removal of reversible lane	→ 11-24% reduction in expected crashes
	Addition of left-turn lanes at <u>signalized</u> intersections	→ 15-35% reduction in expected crashes
	Addition of left-turn lanes at <u>unsignalized</u> intersections	→ 25-35% reduction in expected crashes
Bikes share lanes with vehicles mostly (no buffer)	Safer bike facilities (especially around Moreland)	
Mostly broken sidewalks, not in ADA compliance	Repaired sidewalks that comply with ADA	
Traffic signal timing	Improved/optimized signal timing and coordination	

Travel Times with Improvements

Westbound: From Ridgecrest Road to Jackson Street
 Eastbound: From Jackson Street to Ridgecrest Road

Morning (AM Peak Hour)	
Existing Westbound	Estimated New Westbound
10 minutes	16-30 minutes*
Existing Eastbound	Estimated New Eastbound
9 minutes	8-8.5 minutes
Evening (PM Peak Hour)	
Existing Westbound	Estimated New Westbound
18 minutes	9 minutes
Existing Eastbound	Estimated New Eastbound
9 minutes	9.5-17 minutes*

* Range is based on an expected 10% to 30% reduction in vehicular traffic. Removal of the reversible lane accounts for approximately 90% of the additional travel time; approximately 10% is due to the addition of the cycle track.

Opportunities to Improve Your Travel Time

- Change travel route
- Change travel mode (MARTA/bike/carpool)
- Change travel time of day (earlier or later)

We Want Your Thoughts

- Fill out a comment card
 - Please print your responses
 - Be sure to include your contact information
 - Drop the card in the blue bin
- **Join us in fall 2020 for a public meeting about Phase 2. More Details to come!**

